estimated with a degree of accuracy after development and stabilisation of technologies for the economic generation and supply of power from these sources.

Setting up of Jelly Filled Cable Project at Bhubaneswar

1424. SHRI BAIKUNTHA NATH SAHU: Will the Minister of INDUSTARY be pleased to state:

(a) whether there was a proposal to set up a new project at Chandaka Nucleus Industrial Complex, Bhubaneswar to manufacture jelly filled communication cable with annual capacity of 10,00,000 CKM; and

(b) if so, what is the present position with regard to the implementation of that proposal?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) and (b) The Industrial Promotion and Investment Corporation of Orissa has made a composite application for issue of Letter of Intent and foreign collaboration approval for the manufacture of jelly-filled tele-communication cables for a capacity of 10 lakh Cable KMS per annum at Chandaka Nucleus Industrial Complex, Bhubaneswar, Distt. Puri, Orissa. A final decision is yet to be taken on the application.

Tyre prices

1425. SHRI THOMAS KUTHIRAVATTOM: Will the Minister of INDUSTRY be pleased to state:

(a) the percentage increase in the prices of truck tyres in 1989 as compared to that in 1985;

(b) whether tyres kere imported into India in 1989; and

(c) what steps Government propose to take to arrest the price rise of tyres?

THE MINISTER OF INDUSTRY (SHRI AJIT SIGNH): (a) According to the Automotive Tyre Manufacturers Association (ATMA), the percentage increase in the price of truck tyres in 1989 as compared to prices in 1985 is around 44 percent.

(b) The Association of State Road Transport Undertakings has imported 20,000 tyres during the year 1989.

(c) There is no statutory control over the prices of automotive tyres. However, Government have placed specified categories of truck and bus tyres under O.G.L. at a reduced rate of duty for import by truck consumers to keep a check on prices of these tyres. To encourage creation of fresh capacity for the maunfacture of automotive tyres and tubes, the industry has been exempted from licensing under the Industries (Development & Regulation) Act and the application of Sections 21 and 22 of the MRTP Act, Government have also ensured maximisation of tyre production through continuous monitoring & regular interaction with the Industry. This has led to a substantial increase in production of bus and truck tyres in 1989 viz. 50.9 lakhs as compared to 48.7 lakhs in 1988, and 39.4 lakhs in 1987.

Air India largesse for Lalit Bhasin

1426. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to a news-item which appeared in the "Indian Express" Bombay of the 15th October, 1989, captioned "AI Largesse for Lalit Bhasin";

(b) if so, whether Government are investigating into the payments made to said firm;

(c) if so, what are he details thereof;

(d) what is the total number of writ petitions which are still pending in various courts in which Air India is a prik: and

(e) whether Government propose to take steps to reduce the high amount being spent by Air India on engaging rich advocates?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) Yes, Sir.

(b) and (c) No, Sir. The Chief Reporter of the Indian Express, Bombay subsequentry expressed regret for impuitations| references drawn in the report. The regret was published on 27-10-1989 in the Indian Express, Bombay edition.

(c) 67 writ petitions, in which Air India is a party, are pending in various courts of this country.

(d) No, Sir. Since writ petitions have been filed against Air India, the Corporation to engage competent legal advisers|lawyers to defend its interest.

Kickbacks in the Airbus deal

1427. SHRI DIPEN GHOSH:
SHRI ATAL BIHARI VAJPAYEE:
SHRI KAILASH PATI MISHRA:
SHRI M.A. BABY:
SHRI ASHIS SEN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to the news-item which appeared in he Indian Express, New Delhi of the 15th February, 1990, regarding kickbacks in the Airbus deal; and

(b) if so, what is Government's reaction thereto?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) Yes, Sir.

(b) The matter is under consideration of the Government.

Salal Hydro Electric Project

1428. SHRI ATAL BIHARI VAJPAYEE:
SHRI KAILASH PATI MISHRA:

Wiill the Minister of ENERGY be pleased to state:

(a) what was the sanctioned estimated cost of SSalal Hydro Electric Project on the Chenab in March 1970 and now does it compare with the latest overall estimate;

(b) what was the original estimated cost towards the head-'Direction and Administration' of the dam and by what percentage it has increased over the original estimate; and

(c) what is the action plan for arresting the cost escalation and time overruns of such projects and also of the future.

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) The original sanctioned estimated cost of Salal Hydro-electric Project (Stage-I) was Rs. 55.15 crores (1968 price level), approved in 1970. As per the latest estimates (which are presently under techno-economic scrutiny), the project cost is estimated as Rs. 591.63 crores at June, 1988 price level.

(b) Provision under 'direction and administration' in the original estimated cost was Rs. 3.76 crores, while in the latest revised cost estimates, it is Rs. 33.64 crores, representing an increase of about 759.45 per cent.

(c) For avoiding time over-run in their projects, NHPC have established effective project planning and monitoring system. Also, in order to have effective control over the cost of the projects, cost engineering cells have been set up by NHPC at the corporate office as well as at the projects.